MR. GAPEN IN THE MINORITY

The Insane Hospital Crowd Disturbed by Differences Over Favorites.

Howard Will Not Be Restored and He Fails in His Revenge by Two of the Trustees Giving the Lady in Question a Place.

Directly after Dr. Howard, Senator from Deeatur and Shelby, was removed from his position in the Insane Hospital, to which he had been appointed when Dr. Galbraith came into the superintendency of the institution, Trustee Gapen thought it was time to square accounts with Galbraith. In the so-called investigation of the hospital's affairs by the Senate of 1887 Howard was the stanch friend of the trustees. His friendship for them was not limited to Gapen, as it is now, for Harrison was among the first and most conspicuous to rely upon the Senator's favor. The report of the special committee having charge of the investigation was about to be presented to the Senate, when Dr. Harrisen found it necessary to fulfill the obligation under to Howard. He did not do it, but Gapen, supporting the Senator, insisted that it should be done, although there was no way open in that direction without discharging one of the hospital's staff of physicians, for it was in that company he demanded he should be placed. Trustee Harrison held off as long as he could, but Howard held over his head the threat that if he was not appointed a physician at the hospital, either by making a vacancy for him to fill or by creating a new place, he and other Democratic Senators would join the Republicans, expose the scheme of the packed committee on investigation, and vote against any report that in the least absolved the trustees from their misdoings. Gapen threatened, Burrell fretted, and Harrison trembled over the possible result, if he did not carry out his promise to Howard. Driven to extremity, Dr. Harrison told Dr. Browning, of the hospital staff, that he better go on a vacation. "You see," said Harrison, "Howard and his gang will on be out of the Senate, and it is necessa that something should be done for one or two of them." Browning followed the suggestion and never returned to the institution.

But Howard did not become one of the hos-pital physicians until Galbraith was elected superintendent. Galbraith, before and on assuming the office, said that he had made but one promise, and that was to appoint Howard. He fulfilled that promise, but after a time Howard and Gapen schemed for the removal of young Kyte, who had been acting as Galbraith's private secretary. Kyte was obnexious to Howard and Trustee Gapen, who were pulling together in everything that would seem to cause Galbraith trouble. Dr. Harrison was between the devil and the deep sea, and tried to keep on good terms with Howard and Galbraith at the same time. It was through this willingness to propitiate Howard, whom he hated, that Harrison fell into the Senator's scheme to get rid of Kyte. Harrison presaid, and the latter within a few days began to see that he was caught in a trap of Howard and Gapen's making. It was then that in endeavoring to assert his manhood and authorunder the resentment he felt towards these two that he discharged Howard. Harrison was secretly pleased at that act, but when Gapen and Leon O. Bailey went out to the hospital to prevail upon Galbraith to reappoint Howard, Dr. Harrison took alarm, and united with the party making the appeal. Galbraith was obstinate. Howard, Bailey and Gapen would call him out under the trees, and, after he had heard all they had to say, back he would go to Harrison, who sat in the superintendent's office. In a few minutes all would be egether again, under the trees, and later on the consultation, appeals and threats continued in the office. Harrison was first with one side and then with the other. He changed his position a dozen times, while Galbraith would meet all argument, persuasion and threats with "I made but one promise when I came into this office, and that was to appoint Howard. I appointed and have discharged him. If he is retained it will be under another super-

CULLINGS FROM THE COURTS.

Howard was not restored, but Gapen went after Galbraith's head and instigated the suit

that was brought sgainst him for boarding at

the expense of the State at this institution, as a member of his family, Miss Willie Price. The State demanded \$500 from him for the lady's

board, but she has now been given a position at the hospital, so that settles the suit. Trustee,

Gapen, it is said, did not consent to this move,

which was taken by Trustees Harrison and Bur-

rell to help Galbraith out of an embarrassment

Gapen, it is said, stands as the minority of the

board, which is at all times overriden by Har-

rison and Burrell, who are sustaining Galbraith.

As a gentleman expressed it yesterday, the

trustees are having a parrot-and-monkey time

Another of Bernhamer's Trusts Comes Into

Court for Settlement. Yesterday, in the Superior Court, a suit was filed by Minnie Bockstahler and her children. George and Matilda Bockstabler, against W. F. A. Bernhamer, whose bondsmen are William Hied and Henry Geisel. On Feb. 11, 1886, the husband of the plaintiff, Charles Bockstahler, died, and on the 10th day of April, the same year. Bernhamer was appointed administrator of the estate, giving bond for \$1,000 and promis-ing to be faithful in all his duties. It is claimed that he failed in this particular, and that since that time he has refused to make any showing of his proceedings. It is further claimed that at the present time he has in his pessession \$1,000 and other property and assets rightfully belonging to the heirs, which he has appropriated for his own use and on his refusal to pay the same \$1,000 damages are asked.

New Suits.

Gilbert & Bennett Manufacturing Company vs. Jacob S. Hildebrand et al.: suit on account.

Demand, \$100. Louis Manhemier vs. Charles A. Woerner;

suit on note. Demand. \$300.

Alice B. Foy vs. William M. Foy et al.; suit for support and protection to children. State ex rel. Minnie bockstabler et al. vs. William F. A. Bernhamer et al.; complaint on bond. Da mages, \$1,000. John E. Scanlin & Co. vs. H. J. Goff; suit on

account. Demand, \$1,000. P. Lieber Brewing Company vs. D. C. Rankin et al.; complaint on note. Demand, \$200. P. Lieber Brewing Company vs. Frederick M. Snyder; complaint on note. Demand. \$100. P. Lieber Brewing Company vs. Martin H. Schlosser; complaint on account. Demand,

Long Deliberation.

The argument in the case against Robert Henry and John R. Fox, charged with swindling old man Bush, was closed at noon yesterday, before Judge Irvin, and at 2 o'clock he instructed the jury. The jury retired immediately afterward, but up to midnight had reached no verdict.

Had Nothing to Do with It. Testimony yesterday cleared John Sullivan, the clerk of J. O. Kidd, of any suspicion whatever of having attempted to violate the postal laws. At the time he was placed under bonds, but no arrest made, as there were no charges against his name.

Took a Change of Venue.

MartiniMoran, who was arrested last Monday for selling liquor after 11 o'clock, was before acting Mayor Smock yesterday morning, and took a change of venue. His case will be tried this afternoon before Justice Alford.

The School Fund.

The Superintendent of Public Instruction has received full reports from the county auditors as to the condition of the school fund. From these reports it is ascertained that the commonschool fund is \$3,247,432.54; State bonds (nonnegotiable). \$3,904,783.21; congressional township fund, \$2,490,020.77; total, \$9,642,236.52. The paid off numerous loans, and is getting into good increase of the common-school fund over last shape financially. year is \$83,784.58. To this sum \$40,425,43 came from fines and forfeitures reported by county clerks, \$30,191.65 reported by justices of the peace and \$13,167.60 from other sources.

A Day for Commercial Travelers. The commercial travelers of the Ohio valley and central States have a day set apart for them at the Cincinnati Centennial. It is Saturday, Sept. 15, and it is expected then to crowd

their friends. In advancing the interest of the event John Goetz, jr., one of the centennial commissioners, and J. H. Dusenberry, T. Mooney, and T. D. Armel, of the Cincinnati commercial travelers, are in the city. They will meet the Indianapolis travelers to-day.

AFFAIRS OF THE RAILWAYS.

Making Slow Progress. The efforts of E. A. Ford, general passenger agent of the Pennsylvania lines, and Charles Scuil, general passenger agent of the Baltimore & Ohio, to bring about an understanding through which they and their connections shall maintain rates, makes slow progress. On Wednesday the two general passenger agents named called a meeting in Cleveland, O., but unfortunately but few roads were represented, and, in fact, no road which is classed among the rate disturbers. Mr. Ford stated the objects of the meeting. He said that some of the minor roads would get into quarrels among themselves, cut rates, and then ask the larger roads to help them out by prorating, but they would not do it until after the rate had been named and the mischief done. One of the objects of the meeting was to guard against such work. But four roads signed the agreement. namely, Lake Erie & Western, Grand Rapids & Indiana, Columbus, Akron & Cleveland, and the Cleveland & Marietta. In speaking of the meeting the Cleveland Leader says: "From the drift of the discussion it was evident that the Ohio, Indiana & Western, not represented, was an important factor to the full observance of the contract, and the ears of General Passenger Agent Bronson must have tingled during the delivery of one or two animated addresses. A further effort will be made to recure his co-operation. The objections of the lines declining to sign the agreement are based not upon any defects of the agreement, but upon a belief that the contract will not be maintained. All recognize that the movement is to secure additional revenue for their respective roads."

Personal, Local and State Notes. C. E. Henderson, general manager of the Ohio, Indiana & Western road, is expected home from the East to-day.

L. G. Cannon, auditor of the Transcontinental Line Association, who has been quite ill for some time past, is rapidly improving. F. Bennett, passenger conductor on the East

Tennessee, Virginia & Georgia road, 18 spendng a few days with friends in this city. The C., B. & Q. management has been reducing salaries of the road, both in high and low positions, and a number, it is stated, are quietly arranging to take service on other roads.

General Passenger Agent McCormick, of the ., N. A. & C. road, who has been resting for three weeks at a point in northern Michigan, out of reach of railroads and telegraphs, is expected

Under the iron-elad agreement entered into by the C., I., St. L. & C., L., N. A. & C. and the C., St. L. & P. on business between Chicago, Indianapolis, Cincinnati or Louisville, any agent of who cuts a freight or passenger rate is to be promptly discharged.

The Chicago & Indiana Coal road extension is completed to a point beyond Goodland, a distance of twenty miles, leaving but twelve miles to build to complete the road to Momence. It is expected to have trains running over the road by the middle of next month.

For three days past the Vandalia has ma de up a train for St. Louis at noon, the fast ma il be-ing late, owing to troubles in the East from high waters. Travel over the Vandalia is now so heavy that this forethought on the part of the management was highly appreciated by the patrons of the road. Up to the present time the Union Railway

Company has paid out on the improvements they are making in this city \$982,664. Nearly every dollar of this was paid for real estate purchased and for material put into the new Union Station, and for labor. At least \$800,000 of this sum has benefited Indianapolitans. It has leaked out that at the meeting in Chi-

cago last week the Chicago & Eastern Illinois general manager was given to understand that his road and the Ohio, Indiana & Western were not a legitimate route between Indianapolis and Chicago, consequently they had no say in the proceedings. This remark caused the general manager to leave the meeting.

The Illinois Central is said to be behind the Wyoming & Eastern railroad, which has been incorporated at Cheyenne with a capital of \$10,-000,000. The road will be 425 miles long. It begins at Twin Creek, on the southwest boundary of Utah and Wyoming, where it connects for Ogden and Salt Lake City. The route is east and northeast to the Nebraska State line. It is understood that on Sept. 1 J. C. Moore-

head, who, for many years, has been on the Michigan Central road, is to leave that road to accept the position of superintendent of the M. Y., P. & O. western division, with headquarters at Galion. E. B. Thoms, general manager, is eradually filling the important places on the N. Y., P. & O. with as good men as there are in the railroad service.

The relations between the Wabash and the Ohio, Indiana & Western which, up to the present time, have been very friendly, have become strained, and the former is opening ticket-offices at several points where the O., I. & W. have representatives. General Passenger Agent Snow says he proposes to make it warm for his competitor at such points, and as the Wabash

can cut rates so easy an ugly fight is in prospect. Will the roads which consider themselves legitimate lines between Indianapolis and Chicago to-day restore rates to tariff! The Ohio, Indiana & Western and the Chicago & Eastern Illinois, which, together, form another route between the points named, although several miles longer, it is stated, will continue to sell at the out rates which have prevailed for some months past, namely, \$3.70 one way, or \$5 for the round

The C., H. & D. and the Pennsylvania Company have already had a little rate war between them on Cincinnati business out of Hamilton. The C., H. & D. offered a lower rate on excursion business than the Pennsylvania thought fair, and the latter, for a day or two, made the rate an open one, which soon brought matters to a head, and it is hardly likely either road will now make a rate without a consultation over the matter.

The Pennsylvania has placed on a number of its engines in the passenger service a new and valuable device for regulating the speed of trains and stopping them. It is an air-brake appliance and consists of a small handle which can be placed on any one of a number of lines drawn on a dial, which lines are marked "Stop for station," "Stop for emergency." etc. If the engineer is called upon to stop suddenly in case of an obstruction ahead or for any other reason. he places the pointer on the line, "Stop for emergency," and the train comes to an abrupt stop. The air pressure can be reduced to ten pounds or raised as high as desired. The device

is giving great satisfaction. In view of the proposed extension of the Can-adian Pacific railway to Detroit, it is announced that the Grand Trunk Railway Company has made arrangements to extend its Michigan Airline in order to form a short line between Detroit and Chicago, independent of the Wabash. The same company is also making arrangements to work with the Toledo, St. Louis & Kansas City road, reaching St. Louis by a route equally as good as that of the Wabash. It begins to look as if there was a bright future for the much-abused narrow-gauge road now being converted into a standard-guage road, after these years of darkness in which time Boston capitalists sunk over \$4,000,000 in equipping it.

Miscellaneous Items. By railway service just established a train is

run directly from Paris to Constantinople in three days and four hours. Passenger conductors on the limited train over the New York Central road, run from New York to Syracuse, 290 miles, for a trip. A company to be known as the Seattle & Southern has been organized to build a road

The Duluth, South Shore & Atlantic road is at once to be pushed through to Duluth. The road now connects with the Northern Pacific at

from Seattle to Portland, Ore., a distance of 160

The Louisville & Nashville has succeeded in raising the freight blockade on its lines. At Birmingham and Decatur the blockade was troublesome for three weeks.

They are figuring out in Boston that the C., B. & Q. has cash resources sufficient to pay its dividend without adding to its floating debt, The company is very seldom a borrower. The friends of the Atchison, Topeka & Santa Fe predict that the stock will be up to 120 be-

fore the close of 1889. The company has of late It is stated that 800,000 more tons of anthracite coals have this season been shipped West than had been at the corresponding period last

year. There is a determination to have the West well supplied the coming winter. The New York, New Haven & Hartford road, in the quarter ending June 30, shows an increase in gross earnings over the corresponding three months of 1887 of \$536,240, and an increase in net earnings of \$177,191. It is stated that no road in the country makes as handsome an inthe great building with these gentlemen and I crease as does this road in a like period.

DO NOT WANT ELECTRIC CARS

The McNeal Ordinance Considered by the Railroad Committee of Aldermen.

Citizens Give Their Reasons Why No Franchise Should Be Granted for Railways on Park Avenue and Certain Streets.

A meeting of the aldermanic committee on railways was held yesterday afternoon in the City Council chamber, for the purpose of giving the representatives of the proposed new electric street-railway an opportunity to present their claims for the franchise covered by the McNeal ordinance. A large number of citizens were present, and Miles Reynolds of the committee presided. The first thing done was the reading of the ordinance, in order to lay the matter open for discussion. Great opposition was manifested on the part of citizens to the new undertaking, it being referred to as a mere scheme whereby the company could experiment on the city's streets and have the citizens foot the bills.

S. M. Bradbury stated that he came to represent the citizens of Park avenue, and that there was a unanimous sentiment on that thoroughfare against the inroad of any street-car line whatever, as the residents on that avenue are within one squre of the Central and College avenue lines. The effect of a company laying lines up Park avenue, he claimed, would be simply to reduce the present lines, which run five-minute cars, to run them at least eight minutes apart. There is not a citizen on Park avenue but what will remonstrate, it being hoped that the street may retain its present peace and quiet as a distinctive residence locality.

J. C. Brush, the attorney of the new company, was called upon to explain the proposed operations, but his knowledge seemed to be rather limited. He stated that the main objection that has so far met the company, has been its inability to get possession of streets. There are only two avenues leading from the city, one to the northeast and one to the northwest, that are not within close reach of present lines, and the object of the new line is not to cover the business portion of town, but to provide a means of transportation to citizens in the outskirts and suburbs. Upon being asked to explain the intended motive power and how it would be used, he confessed his ignorance and introduced W. T. Clark, an expert electrician who has had experience in the construction of electrical rail-

Mr. Clark explained that the tracks used by his proposed railway would not materially differ from the tracks now in use by the Citizens' company, except that they would be of superior quality and better laid. Only one difference would be made, and that would consist in doing away with the high guard now used around the curves. In his system this would be unnecessary. There are many systems that are practicable, but few in use. The storage system has never proved a success except on short experimental tracks, and the overhead transit is objectionable because of the number of posts and wires required for its manipulation. The system proposed to be introduced in this city is what is known as the conduit system, and requires no overground posts or wires whatever. It is now in successful operation in Allegheny City, Pa. The working of this system, he claimed, is one of the simplest now known, and may be used either as an open or closed conduit. In the closed conduit the ties are sunk eight inches under ground, over which are placed blocks of asphalt molded into lengths of ten feet. On these blocks are laid the rails, on a level with the street. On the top of these asphalt blocks are placed plates of copper, and in the bottom of the box, left underneath, are conductors of the same metal. Running in the box upon these conductors are what are known as wheeled travelers, which connect with a powerful magnet underneath each car through the metallic plates. This forms the way in which the cars are propelled, and, although similar to a cable line, it has the advantage in being rid of any noise whatever resulting from the continuous rattling

After the presentation of the company's plan, the meeting was devoted to hearing opinions? from citizens, and, in the majority of cases, objections were offered, as the project was deemed wholly experimental and against the city's best interests. R. O. Hawkins spoke for the residents of Tennessee street, and stated that they would oppose the project. The Common Council had no right, he claimed, to grant a franchise when it was against the wishes of the people. Dr. Eastman stated that the citizens of North Delaware street were opposed to it, and that they regarded the scheme as merely an experiment. V. T. Malott claimed that if he could be given two days' time he could present a re monstrance signed by every property-owner on Delaware street. Councilman Trusler favored the new company, claiming that all the citizens on Fletcher avenue wanted the new line. "The reason I voted for the ordinance," he said, "was to give it a chance to get into the courts, and there to have the question settled as to whether the Citizens' company owns the town or the citizens." Jno. T. Lecklider, Dr. Jameson, Col. John. W. Ray and others offered strong opposition to the admission of the new line on the grounds heretofore stated. The meeting adjourned by a motion, made by Judge Finch, that the Board of Aldermen be instructed that the sense of the meeting favored the laying aside of the matter until the next meeting of the Legislature.

When the matter comes up, Monday, in the Board of Aldermen, resolutions adopted by the Knights of Labor will be presented in support of the enterprise. In the preamble it is stated that the ordinance under which the McNeal syndicate proposes to construct and operate a street railway is the most liberal and just to the city and the citizens thereof of anything ever proposed or offered. The resolution requests the board to concur in the action of Council.

MINOR CITY MATTERS.

To-Day's Doings.

PARK THEATER-"Two Johns Comedy Company." afternoon and evening. BATTLE OF ATLANTA CYCLORAMA-Market street, between Illinois and Tennessee streets, day

Local News Notes.

A marriage license was yesterday issued to George H. Diamond and Anna Parsley. The residence of John McCarty, No. 243 East South street, caught fire yesterday from the carelessness of some children, and suffered loss

to the extent of \$50. The Fly-fishermen's Club will hold an important business meeting this evening at its rooms on East Market street. Matters connected with the late encampment will be considered.

The city Board of Health yesterday reported for the past week forty nine births and fortyeight deaths. Of the latter thirty were childrep, and of these twenty-five were under one year of age. The causes were cholera infantum, inanition, diphtheria and meningitis.

Personal Mention. Mr. Brogan H. Osterhoudt, of New York, is spending a few days in the city. Mr. Harry Craft, of Milwaukee, is in the city for a few days, visiting old friends. Mrs. R. R. Shiel returned yesterday from an extended visit throughout the West.

Miss Mamie Gallahue returned yesterday, from a two weeks' visit to the lakes. Mr. and Mrs. R. A. Newland will return to day from a short visit to friends in Greensburg.

Mr. Edward Seguin was called to New York yesterday, by the death of his grandmother Se-Messrs. Newton Todd and Charles Thompson

have returned from a ten days' visit to Maxin-Mr. and Mrs. Peabody Eastman, of Boston. Mass., are guests for a few days of relatives in

Dr. T. O. Clemmer and wife were called to Dayton. O., yesterday, on account of the death of the Doctor's father. Mr. Philip Alexander will leave soon for Wis-

consin, where he will attend to the annual picking of his cranberry marsh. Mr. Oliver T. Morton has returned from St. Paul, Minn., where he has been visiting his brother, Mr. Walter Morton. Mr. and Mrs. W. B. Barkley and sons Mer-

rill and Douglass have returned from a stay of several weeks at Huronia Beach. The Fulton cottage at Lake Maxinkuckee has been closed for the season, Mrs. Fulton and family having returned to the city.

Mr. and Mrs. M. J. Marrett, of Byerns, O., are guests of Mr. and Mrs. W. E. Hackedorn, on North Illinois street, for a few days. Rev. J. P. D. John, D. D., of De Pauw University, will occupy the pulpit of Central-avenue M. E. Church, to-morrow morning and evening. Mrs. C. E. Kregelo gave a delightful dinnerparty, yesterday afternoon to a few of her friends. Among those present were Mrs. W. P.

Bingham, Mrs. Chap Williams, Mrs. S. K. Fletcher, Mrs. H. P. Wasson, Mrs. Jason Carey

Miss Greeley Grubbs, who has been the guest of Mrs. E. B. Martindale and Mrs. Harry Bates for the past week, will return to her home in Richmond this afternoon.

Dr. Hurt received a telegram yesterday in forming him of the death of Dr. George W. Keeley, one of the leading scientific dentists of the country. His death occurred at Oxford, O. Bishop John P. Newman, of the Methodist Episcopal Church, who is to fill the pulpit at Roberts Park Church to-morrow, arrived last night, on a late train from the East, and registered at the Bates House.

Rev. Ezra B. Newcomb is in the city with his family, visiting his mother, Mrs. Judge Newcomb. He will occupy the pulpit of the Tabernacle Church to-morrow morning, and remain in the city during the week.

The fourth quarterly meeting of the Fletcherplace Church will be held to-morrow, Dr. Tincher preaching at the morning service, at which time sacramental service and the ordinance of baptism will be celebrated.

Edwin F. Mayo, the actor, arrived in the city esterday, from New York, and is stopping at the New Denison. On Monday, Sept. 3, he opens the season at the Grand Opera-house with his new play, "The Silver Age."

Shomberg Undecided. There is a hitch in the proceedings by which Otto Shomberg, the ex-ball player, was to have purchased the Scudder livery stable on Ohio street, and the deal may fall through. Shomberg will not make the purchase without he obtaius an extension of lease, which he has trouble in securing. He left last night for his home in Milwaukee, and, unless matters turn out his way, he will not return to the city.

Reunion of the Thirteenth. All members of the Thirteenth Indiana who will attend the national encampment G. A. R., at Columbus, O., next month, are requested to report at regimental headquarters in "Indiana Camp," immediately on arrival, register their names, and get all information necessary in regard to the reunion of the "Winchester Club" (Shields's old division), on Wednesday, Sept. 12.

Building Permits. Building permits were yesterday issued to John Petrie, frame shed, at No. 808 West Washington street, \$50; John B. Mazelime, frame stable, at No. 269 Daugherty street, \$60; Daniel Benton, frame house, on New York street, near Blake, \$700; Caroline R. Cutters, two-story frame house, on Pleasant street, near Olive,

Requisition for a Murderer. Governor Gray has applied to the Governor of Dakota for a requisition for Thomas Ruse, who is wanted in Howard county, Indiana, for the murder of Charles Marks on April 25 last.

Success results from merit. Hall's Vegetable Sicilian Hair Renewer is placed before the publie solely on its merits. Its success is indisput-

DIED.

WARMAN-Mrs. Nancy Warman, at her late residence, 1140 West Washington street, in her eighty-third year. Funeral will be announced in this afternoon's News.

CHURCH SERVICES.

Christian. CENTRAL CHRISTIAN CHURCH-CORNER OF Delaware and Ohio streets. Services to-morrow at 10:30 a.m. Preaching by A. R. Benton, president of Butler University. No evening service. Sunday-school at 9 a.m. Prayer-meeting Thursday evening

Congregational.

DLYMOUTH CHURCH-CORNER MERIDIAN and New York streets. Oscar C. McCulloch, minister. Service morning and evening by the pastor. Subject in the morning, "Symbolism and Sentiment." In the evening, a special song service, with the following programme: Quartet, "I Waited for the Lord;" Mendelssohn, Solo, by Mr. Frank Hemstreet, "O God, Have Mercy;" St. Paul. Trio, "He That Soweth in Tears;" Hiller. Solo, by Miss Alma Roth, of Cincinnatt, with violin by Mr. Chas. F. Raschig, "Ave Maria;" Gounod. Duet, by Mr. and Mrs. Pearson, "The Lord My Pasture Shall Prepare;" Guilemo. Trio, "Lord, We Praise Thee;" Rossini. Quartet, Father Almighty;" Costa. Sunday-school at 9:30.
All are invited to attend these services.

Methodist Episcopal.

MENTRAL-AVENUE METHODIST EPISCOPAL Church, corner of Central avenue and Butler street. Rev. J. H. Ford, D. D., pastor. Preaching at 10:30 a. m. and 8 p. m. by Rev. J. P. D. John, D. D. Quarterly love feast at 9 a. m. Sacramental service after morning sermon. Sunday-school at 2:15 p. m.; W. D. Cooper superintendent. Young people's meeting at 7 p. m. Strangers cordially welcomed. MERIDIAN-STREET M. E. CHURCH, CORNER Meridian and New York streets. Rev. J. E. Gilbert, D. D., pastor, will preach at 10:30 a.m. Sunday-school at 2:15 p. m. Young People's Society of Christian Endeavor at 3:30 p. m. Class-meeting at 9:30 a. m. No evening service.

ROBERTS PARK M. E. CHURCH-CORNER Delaware and Vermont streets. Rev. S. A. Keen, D. D., pastor. 9 a. m., class-meetings; 10:30, a. m. Bishop J. P. Newman, D. D., will preach; 2:15 p. m., Sabbath-school; 6:45 p. m., class-meetings; 7:45 p. m., mass-meeting, under auspices of the Methodist Alliance of Indianapolis; addresses by Col. E. F. Ritter, president of the alliance, and Bishop Newman. Everybody welcome.

Presbyterian.

TABERNACLE CHURCH-CORNER OF MERID. ian and Second streets. Rev. J. Albert Rondthaler, D. D., pastor. Preaching at 10:30 a. m. by the Rev. Ezra Newcomb, of Fort Dodge, Ia. Sundayschool at 2:15 p. m. No evening service.

ANNOUNCEMENTS.

TRS. MAY GABLE'S PRIVATE SHORT-HAND M and Type-writing School, at 307 North Alabama street, is now open all day. Those wishing to take a course call at once. One week's trial free of charge. CANITARY HOME-AT 334 N. NEW JERSEY st., Indianapolis, Ind. Chronic diseases and dis eases of women a specialty. The methods employed are electricity, Swedish movements, baths and other hygenic agents.

RACHEL SWAIN, M. D.

STROLOGER-MRS. DR. ELLIS CAN BE A consulted on past, present, future, love, friend-ship, marriage, inheritance, enemies, lost or stolen goods, lawsuits, sickness, death, journeys, etc. If sick, in trouble, or would know what to do for the the best, consult the Doctor at once. Room 2, 4212 Massachusetts avenue

WANTED-AGENTS.

GENTS WANTED-TO SELL CAMPAIGN A badges and novelties. Send 25c for samples. KEYSTONE BADGE CO., P. O. box 1152, Phila., Pa. GENTS WANTED-\$75 A MONTH AND EX-A penses paid any active person to sell our goods. No capital required. Salary paid monthly; expenses in advance. Full particulars free. STANDARD SILVERWARE CO., Boston, Mass.

WANTED-MALE HELP. INTANTED-FIVE YOUNG MEN WHO HAVE had successful experience as book canvassers

to travel, hire and train canvassers. Salary and commission paid. Bond required. State age, books sold, salary wanted, etc. Address CASSELL & CO., limited, 40 Dearborn st., Chicago.

WANTED-SITUATIONS. WANTED-BY A YOUNG LADY, A POSITION VV as short-hand reporter and type-writer. Address 85 South Illinois street.

FINANCIAL.

MONEY TO LOAN-6 PER CENT. HORACE MCKAY, Room 11, Talbot & New's Block. TAINANCIAL—MONEY ON MORTGAGE—FARMS and city property. C. E. COFFIN & CO. CIX PER CENT. ON CITY PROPERTY IN IN-Ddiana. Isase H. Kiersted, 13 Martindale Block. M ONEY TO LOAN ON FARMS AT THE LOW-est market rate; privileges for repayment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 E. Market street, Indianapolis.

FOR SALE-MISCELLANEOUS. COR SALE-WEBER SQUARE PIANO, CHEAP at 813 N. Alabama st. FOR SALE-GAS ENGINE; OTTO SILENT; 10-horse power; good as new. Address U. D. COLE, Rushville, Ind.

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